

WRIGHT DISMISSES TRANSFER SUIT; LAW LACKS, THIS RULING

Sees No Way to Make Capital Traction Company Reciprocate.

(Continued from First Page.)
charge for transporting those same passengers onward for a continuous ride.

Rules for Capital Company.
Relative to a motion of the plaintiff to strike out the paper filed by the counsel for the Capital Traction Company on the ground that it was an improper pleading in equity, Justice Wright held that the motion was in accord with practice. He held that it was not only in accord with practice, but it is the only method calculated to lay before the bar a challenge to the jurisdiction over the subject matter.

Justice Wright, in concluding his opinion, stated that it was unnecessary in view of his decision to decide the constitutional questions which were so exhaustively argued by counsel in the hearings. He says: "Mention of the argument is made only to convey to counsel the assurance of an appropriate appreciation by the court of the advantages of their labors had the requirements of the case called for the examination of those subjects."

Harry F. Lerch, one of the counsel for the receiver of the Baltimore and Washington Transit Company, had not had time at 3 o'clock this afternoon to read Justice Wright's opinion. To a reporter for The Times he said that he would have a further conference with the other attorneys for the receiver, Henry W. Williams, of Baltimore, before deciding as to future action.

Motions Before Court.
Virtually two motions were before the court, one to dismiss the suit of the receiver of the Baltimore and Washington Transit Company to compel the Capital Traction Company to issue transfers at Fourteenth and Kennedy streets northwest and the other to strike out the pleadings of the defendant.

Relative to the motion to dismiss counsel for the Capital Traction Company contended the court had no jurisdiction. The court, however, held that even if the court had jurisdiction, it should disregard the petition of the receiver, as the enactments of Congress relied upon are unconstitutional and that there is no physical connection between the two lines as contemplated in the act requiring mutual transfers on connecting lines of street railways within the District.

Attorneys for the Baltimore and Washington Transit Company argued that the dismissal of the suit of the defendant was not proper in equity. To this counsel for the defendant, conceding with the counter contention that the case did not belong in equity court.

Original Action.
The original suit seeking to test the right of the Transit Company to demand the issuance of transfers to its passengers at Fourteenth and Kennedy streets was filed August 12 last, at the suggestion of Justice Stanford, of the District Supreme Court. Arthur L. Shreve, receiver of the suburban company, was plaintiff in the action, which sought reciprocal transfer relations between the two railway companies.

It was set forth in the petition that a universal transfer law, enacted in 1894, approved August 2, that year. It was a provision in the law enabling the Metropolitan Railroad Company to change its mode of operation to underground electric equipment.

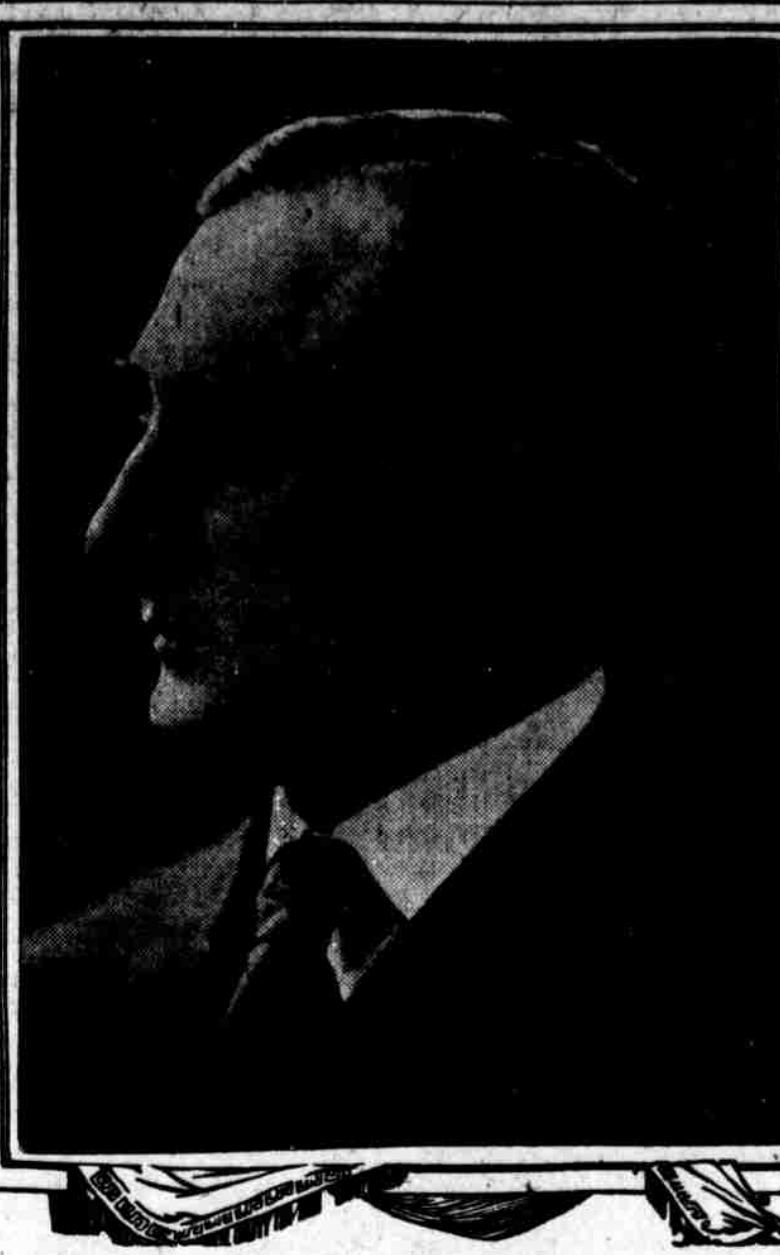
The particular provision on which the litigation is based is that which reads: "Provided that every street railway company in the District of Columbia whose lines connect, or whose lines may hereafter connect, with the lines of any other street railway company, is hereby subjected to the same requirements as to transfers as the other company, and upon similar conditions, as in this section provided in the case of the Metropolitan Railroad Company and the lines connecting therewith."

Petition Amended.
On October 24, the original petition was amended in order to present to the court the same facts as were involved in the case of the Chicago Street Railway Company against Blair, which was recently decided by the United States Supreme Court, the idea being to set forth grounds for an equity proceeding. This was done by claiming that the property rights of transfer companies were dependent upon the right of the company to procure reciprocal transfer relations with the Capital Traction Company, and with such an arrangement the road could be operated or sold at a profit.

Arguments against the contents of the transfer law were based principally on the proposition that the charter of the Capital Traction Company, approved June 2, 1888, which was prior to the alleged universal transfer law of 1894, constituted a valid contract between the United States and the corporation which could neither be impaired nor abrogated.

Lines Not Connected.
Much stress was also laid on the fact that there is no actual physical connection between the Baltimore and Washington Transit Company and the Capital Traction Company. The latter, however, contended that any transfer issued by the latter company would necessarily be given free, it was denied that Congress had the right to make any such arrangement or in any wise void the company's charter of 1888. It was emphatically declared by Attorney R. Ross Perry, of the defendant company that Congress could not enact universal transfer legislation and make it constitutional.

Passes Crisis of Two Operations



DR. CHARLES H. MAYO.

PHYSICIANS REPORT DR. CHARLES MAYO STILL IMPROVING

Barring Complications, the Noted Surgeon Is Expected to Recover.

NEW YORK, Dec. 25.—Physicians at the Presbyterian Hospital today declared Dr. Charles H. Mayo, noted Rochester, Minn., surgeon, is resting easily. Unless complications set in, they believe he will recover.

Dr. William Mayo, brother of the ill physician, who made a record run across the country in a special train, in order to be at the bedside of his brother when the operation was performed, said today there was no doubt about the recovery of the physician.

Lawyers in Clash
At Hearing on Rates

Discussion of rates and service on the Falls Church branch of the Washington-Virginia railway occupied the morning session today of the hearing before Special Examiner Pugh of the Interstate Commerce Commission.

Superintendent Rich, of the railroad, was the principal witness. Complaint of service and rates from Lloyd Station, near Alexandria, was made before Mr. Rich took the stand by David R. Rust, Jr.

The attorneys and Superintendent Rich frequently argued at the same time, and the presiding official shouted: "Don't all talk at once," and smashed his gavel down on the bar.

The attorneys are P. R. Whipple in behalf of the complainants, and John S. Barbour, of Fairfax, Va., for the railroad.

Superintendent Rich's memory failed him occasionally, and Mr. Whipple indicated that he was not sure of his statements were vague.

Mr. Whipple asked how long certain schedules of rates have been in effect. Mr. Rich did not remember.

"No idea at all?"
"Well, maybe five or six years."

"Ever since the branch was first instituted?"
"Not quite that exactly."

"In other words these rates have been in existence since cars first ran?"
"Yes," she resumed, "you may have them nights."—Exchange.

OHIO PROGRESSIVES BEGIN BIG BATTLE TO AID LA FOLLETTE

Clapp, Poinexter, Pinchot, and Wisconsin Senator Now Are Campaigning.

CLEVELAND, Dec. 25.—It is no "one-ring show" the progressive Republicans are staging in Ohio this week, in the interest of Senator La Follette's candidacy for the Presidential nomination, and while La Follette is busy in the more important cities, Senators Clapp and Poinexter and Gifford Pinchot will be demanding the attention of the smaller communities.

Senator Clapp will speak in Salem, Alliance, Ashland, and Fredericktown, beginning tomorrow. Pinchot will start December 29, with speeches at Medina and Warren. Poinexter will speak at Georgetown January 1.

Great preparations have been made by progressives for the entertainment of La Follette, and a determined fight is to be made to prevent a division in the progressive ranks, which the La Follette supporters charge State Chairman Walter Brown is trying to bring about, with talk of Roosevelt as a candidate.

Insanity and Fraud
Are Charges Made

Claiming to be the sole heir to the estate, Joseph R. Drinkard today filed in Probate Court a caveat against the will of Mrs. Pool, and made a move to have the will set aside.

The will of Mrs. Pool, who died in 1910, was executed, March 16, 1910, and that "fraud, artifice and misrepresentation" were practiced on the testatrix, and that the "taint of insanity" was manifest in several children of her father, who died in the Government hospital for insane, are allegations made by Drinkard. He further alleges that a brother of Mrs. Pool attempted suicide.

The will of Mrs. Pool provides that her estate shall go to her husband, John Pool, Jr., and that in the event of his death it shall go to his sister, Mrs. Mary Pool Danforth. The husband is dead, so under the terms of the will Mrs. Danforth is the beneficiary.

Attorney Eugene Carus, who represents Mrs. Danforth, stated today that the value of the estate will not exceed \$10,000. Attorney Thomas C. Taylor appears for Drinkard.

Postal Officials Are
In a Great Quandary

Postmaster General Hitchcock still has his wits about him. After a wait of half a month, postal officials are convinced there will be no response to the proposals advertised for a bidder to rid the department of this surplus boxwood.

A Twenty-first street business man, in a letter dated November 11, offered to enter a contract to pay 25 cents a single load and 45 cents a double load for this wood. Such a contract could not be given him without advertising bids, in accordance with the law. An advertisement was inserted in the paper, but when the time came to open bids there were no bidders. The Twenty-first street man was communicated with, but failed to respond.

Postmaster General Hitchcock is desperate over the situation. The coming of the first cold spell in November caused residents to come along and purchase fire wood for 25 cents a load. But not a person has called in the last month, and the woodpile that seriously disturbed the peace and equanimity of Congressman Redfield, Postmaster General Hitchcock, and the insurance underwriters, is again obtaining tremendous proportions. It is still exposed to the sparks of passing locomotives.

RAILROAD APPEALS TO COMMERCE COURT FOR AN INJUNCTION

Florida, Rate Cases Brings Forth Petition From Flagler Line.

The Florida rate cases, vital to every Florida farmer, to every Northern man who has bought Florida lands from the many advertising realty companies, and, indirectly, to every consumer of pineapples, oranges and winter vegetables from the Everglades district, were taken into the United States Commerce Court today by the Florida East Coast railroad, which applied for a temporary injunction against the recent order of the Interstate Commerce Commission, which decided in favor of the shippers.

For years Florida farmers have complained that unjustly high freight rates were retarding the development of the country. These complaints came to a head when the eastern coast growers formed an association and appealed to the Interstate Commerce Commission to have the Florida East Coast railroad reduce the rates on pineapples to meet a cutting competition from Cuban fruit shipped North by steamer. The order was granted, and immediately the extensive pineapple growing industry of the west coast, served by the Atlantic Coast Line and the Seaboard Air Line, not included in the order, moved across the State to the Atlantic coast country.

Last winter there was scarcely a pineapple grown in the Gulf coast. Again this year the East Coast Growers' Association appealed to have the rates on citrus fruits and vegetables reduced to the same as pineapple rates and won before the commission. This seemed to threaten the Gulf coast citrus fruit investment, but the Western growers had meanwhile formed their own organization. They applied for an order to make the Atlantic Coast Line and the Seaboard Air Line come down to the Florida East Coast railroad rate level, and late this fall the commission made the order.

The Flagler railroad is appealing from the commission's order equalizing vegetable and citrus fruit rates with the pineapple rate effective January 2. She then the Commerce Court sustain the railroad's contention, and return the commission's order in the Atlantic Coast Line and Seaboard cases, in which the railroad is based on the already prescribed for the Florida East Coast.

The Flagler line brings the first appeal for an injunction under the Commerce Court's three-day clause. The hearing is for Friday, and the injunction, if granted, will run for sixty days. The railroad year were but \$67,000, that the commission's order would cost the road an annual loss of \$130,000, and thus the commission's order is a "judgment proof," so that the road could not collect damages resulting from the commission's order, and that the order be overruled by the court.

Modern Poets.

Richard Le Gallienne, the poet, said in a New York magazine office, apropos of the paltry pension recently granted by the British government to William Butler Yeats, that "it is not a good age for poetry. The poet might work as hard-ye, and still lack food and shelter."

"I once met a red-haired poet in Philadelphia discussing the evil days on which poetry had fallen, this man said, bitterly:

"I'm a poet, not a tattoo artist; yet it is a tattoo that I do all my writing—absolutely all of it, on my stomach."—New York Tribune.

Red Hair and Elephants.

In August last an elephant belonging to a circus traveling in Wisconsin broke loose and ran for three miles and then took refuge in a farmer's barn. He was so defiant that no one dared approach until a red-headed boy fourteen years old came with a gun and shot him. He was offered a tie to the big beast's front legs to tie him, and he took a rope and tied it to the elephant's trunk. The elephant made a move, and the boy said: "I don't say so, but perhaps elephants take to red hair."

The Safer Course

A reply very characteristic of the statesman and diplomat who made it is given in the "Autobiography of Alfred Austin."

Lord and Lady Salisbury were among the guests at a dinner given by the statesman at the front of his house. The evening of the speech was to be delivered, and the speaker, I had to tramp on the face and breast of Miss Van Tassel. I did not realize it until I heard the chair groan under the weight of the machine, from the arm pits down.

The three men and Mrs. Van Tassel endeavored to lift one end of the heavy chair, but without success, and we were forced to drag her out, raising as much of the weight as we could. Miss Van Tassel was a little out of breath when she was taken out, and she said: "I am a little out of breath, but I am not hurt."

"No," he said, in his ironical way, "rather to think over what I must not say."—Philadelphia Record.

Rothschild Cool.

Baron Gustave de Rothschild had a pleasant mixture of wit and waggery. Once while in the company of a neighbor suddenly plucked him by the sleeve and whispered hoarsely: "I have come to this morning without looking for the safe!"

"Don't worry," replied Rothschild, looking round at the vast congregation, "we are all in this here!"—London Chronicle.

GIRL BADLY HURT IN MOTOR CRASH

Big Limousine, Rapidly Driven, Leaps From Road in Fog and Several Persons Have Narrow Escapes.

After having been pinned beneath a heavy touring car, in which she and seven other persons were riding, when it turned turtle on the road about a mile from the Highway bridge, Miss Margaret Van Tassel, nineteen years old, of 19 Myrtle street northeast, is in a serious condition today in the Emergency Hospital.

The others in the party escaped serious injury. The accident occurred shortly before last midnight, when the automobile, driven by Dean Jackson, chauffeur for Alexander Graham Bell, and daughter of Miss Van Tassel, skidded in the mud.

Earlier in the evening there was another automobile accident in which a machine belonging to John B. Jaques, of 11 U street northwest, turned turtle. Mr. Jaques and his daughter were thrown out, but not badly hurt.

Members of Party.

Miss Van Tassel, it was stated at the hospital this morning, was resting as easily as could be expected. She was injured about the spine and internally.

Jackson took his employer's car last evening and accompanied by Miss Van Tassel, her mother and young brother, drove to the home of Mr. and Mrs. Henry C. Garges, 227 Eleventh street southwest, where they had been invited to spend the evening.

Miss Van Tassel, Mrs. Christian Van Tassel and Everett Van Tassel, eleven years old, Frank Dorsey, who lives at the Garges home, and Miss Mabel Gibson, of 637 B street northeast, were in the party. It was suggested that Jackson take them for an automobile ride and they started for a spin around the Speedway. It was decided to run a mile or two down in Virginia. On the way back Jackson, blinded by the fog that hung over the city, drove to the side of the road. The machine struck a rut, bumped into an embankment and turned over.

Taken to Hospital.

A baker's wagon came along, and Miss Van Tassel and the other women were put in the vehicle and started toward Washington. A passing automobilist hurried to a telephone, and ambulances were dispatched to the scene; all of the members being taken to the Emergency Hospital.

Miss Gibson was bruised on the face and head. Mrs. Garges was bruised on the face and hands. Mr. Garges received a sprained wrist. Mrs. Van Tassel was hurt on the hands and face; Everett Van Tassel was bruised about the abdomen, and Dorsey was cut on the head. They had their injuries dressed and left the institution.

The scene of the accident is near where Senator Herrante, other Pan-American delegates, and General Drummond were injured in an automobile accident about two years ago.

Thrilling Rescue.

A thrilling story of the rescue of the women from about the overturned car, was told by Dorsey, the first to escape from the wreck.

"The accident," said Dorsey, "came so suddenly that there was no time to move or think, before the machine was completely overturned. When it finally settled we were piled up promiscuously on the top of a heap of bodies. There was but one means of escape and I took it. I smashed a glass with my fist and crawled through. Once on the outside I finished the glass with my foot, and dragged the women out. The boy out through the opening. Garges was on the very bottom. In the meantime Jackson, the chauffeur, had made his blind for the machine, from the arm pits down."

"The three men and Mrs. Van Tassel endeavored to lift one end of the heavy chair, but without success, and we were forced to drag her out, raising as much of the weight as we could. Miss Van Tassel was a little out of breath when she was taken out, and she said: 'I am a little out of breath, but I am not hurt.'"

"No," he said, in his ironical way, "rather to think over what I must not say."—Philadelphia Record.

Keystone Educators
In Annual Session

PHILADELPHIA, Dec. 25.—With educators of national reputation and educational public school teachers from every section of the State in attendance, the sixty-second annual convention of the Pennsylvania Educational Association opened here today.

A wide range of subjects, embracing college and school work will be thoroughly discussed at the sessions which will continue until Friday.

Among the most important subjects to come up before the convention is the new school code which has revolutionized educational conditions throughout the State.

Gives Vent to Wrath
In Newspaper Ad

ELKINS, W. Va., Dec. 25.—John W. Davis inserted an advertisement in a local paper to tell some of his fellow townsmen what he thinks of them. This is the first time he has ever done so.

He hereby offers \$500 reward for the arrest and conviction or information leading to the arrest and conviction of the cur who destroyed better bred dogs than himself.

Only One "BROMO QUININE" that is
Laxative Bromo Quinine
Cures a Cold in One Day, Grip in 2 Days
E. W. Johnson
Box 235

machine and, strange to say, none of us were hurt, while none of the women escaped injury."

Henry C. Garges and his wife, tell the same story of the rescue as Dorsey. Taking them to their home, 227 Eleventh street southwest, they said:

"We never knew Jackson, and had never seen him before last evening. The Van Tassels had spent the evening with us, and we had had a merry time. Jackson, brought them in the machine, and called for them at 11 o'clock. They wanted us all to go for a little spin, and after some urging we climbed in. Dorsey did not want to go, and the boys said that Jackson had been drinking. However, as soon as we started, we were all badly frightened. Jackson first took us through the park, and though the fog was heavy, ran at an alarming rate of speed. All of us in turn begged him to go slower, but he would not listen. He was turning on two wheels, and we heard Miss Van Tassel plead with him to slow down, but he only laughed."

"Finally he started across the bridge, and Frank, who knows the Virginia road, warned him that he had better slow down. The machine caught the fog to where the road turns, and the crossing of the tracks of the Rosslyn branch of the Pennsylvania. There we lost the road, the machine turned completely over, and the machine lay on its side, after skidding at least ten feet from the road. The women were in the air and turned over. Another ten feet would have carried us down a steep twenty-foot embankment and into the marsh. The machine caught the fog once, but the fire was extinguished with mud."

Goed for Assistance.

After the women were all out of the machine, Dorsey started for aid. He took one of the big lamps from the machine and started up the road. The fog was so dense that a bakery wagon, coming down on him, would have run him down had he not shouted. The driver said that he could not see the light until he was within five feet of it. The bakery driver turned back to the bridge and sent a call for the ambulance. In the meantime another bakery wagon came along and carried two of the women to meet the ambulance.

The wrecked machine, a big eight-passenger limousine, was lying across the railroad track, according to Garges, Mrs. Garges, and Dorsey. Mrs. Garges said that morning that Dorsey told them several times during the night that they had better say their prayers. Mrs. Garges was able to sit up in bed when she was taken to the hospital. Her face and head. One out on the cheek required five stitches. Her limbs also are cut and bruised. When extricated from the machine, her head was half out of a window, with her head under the machine, but fortunately resting in the open space between two railroad tracks. Her head was not hurt.

Mrs. Garges said this morning that she knew of the engagement of Jackson and Miss Van Tassel.

"Our ride lasted just about ten minutes," Mrs. Garges continued, and in that time we went through the park and across the bridge. I was badly frightened all through the ride. Jackson told me several times during the night that they had better say their prayers. Mrs. Garges was able to sit up in bed when she was taken to the hospital. Her face and head. One out on the cheek required five stitches. Her limbs also are cut and bruised. When extricated from the machine, her head was half out of a window, with her head under the machine, but fortunately resting in the open space between two railroad tracks. Her head was not hurt.

Skids on Asphalt.

The accident in which Mr. Jaques and his two daughters figured occurred shortly after 8 o'clock on Sunday night, between K and L streets northwest. Miss Laura Jaques was driving the machine, while her sister, Miss Clara Jaques, was sitting in the rear seat with their father.

Skidding on the wet asphalt, the automobile crashed into the curb and turned over. The girls were not hurt, but their father was badly hurt. They declined to go to a hospital, however, and after making arrangements to have the wrecked automobile taken care of, went to their home, where they were hosts at a Christmas party.

While driving his automobile in Florida avenue, between First and Second streets, last night, Harry L. Black, of 1718 Eighth street northwest, was struck by a Capital Traction car, which he was driving. Black escaped serious injury, although he was thrown out and badly shaken up.

Robert McKenny, colored, of East Washington, D. C., was cracking an automobile last evening, when the handle flew backward, breaking his arm. He went to the Emergency Hospital.

Yuan Has One More
Chance to Head Republic

TOKYO, Dec. 25.—Unless Yuan Shi Kai grants the demands of the revolutionists the latter will proceed to elect Dr. Sun Yat Sen president of the republic on Wednesday, and establish a capital at Nanking, according to a dispatch from Shanghai today.

The revolutionists are exasperated by Yuan's failure to reply to their peace terms. Yuan has agreed to their demands today. It is believed he will have lost his last chance of being president of the proposed republic.

Stove Explodes.

Explosion of a gasoline cook stove was responsible for a small fire at the home of G. Frederick Hughes, 1238 Randolph street, Brookland, last evening. The flames were extinguished before the arrival of the firemen. The damage was nominal.

FILES CURED IN 6 TO 14 DAYS
Your druggist will refund money if Pazo treatment fails to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days. 50c.

Ladies' Hats Renovated
and Reblocked

We can make your old beaver or felt hat just like new again and will reblock it in the height of prevailing fashion. Our charges are low and our work most excellent.

LADIES' CAPITAL HAT SHOP
508 11th Street N. W.
Third Floor.

DIVISION GROWING AS TO FRAMING OF WOOL TARIFF BILL

Senator La Follette Will Not Accept Report of Tariff Board.

Division of opinion as to how a wool bill should be framed is daily becoming greater. This applies not merely to the division between Republicans and Democrats, but also to that among the Republicans themselves.

Senator La Follette, it has been known from the outset, would not sit down and accept the interpretation of the tariff board report, which will be given by men like Senators Smoot and Penrose, and Congressmen Dalsell, Fordney, and Payne. The Wisconsin Senator is going to prepare a bill of his own. He has experts at work, and has come to the conclusion the tariff board report justifies even a lower rate than the 35 per cent duty fixed in the La Follette bill in the Senate last session.

This points to the conclusion that it is not unlikely the Senate insurgents and Democrats will eventually get together on a wool bill and pass one just as they did last session.

It is expected to be months before the tariff controversy becomes acute in the Senate. The wool bill will not pass the House for weeks, and when it does it will go to the Senate Finance Committee, and then hearings probably will be held.

Famous European Consumption Remedy Brought to America

Another Step Forward in the Fight Against Dreaded Disease in This Country.

Nothing is of greater importance to those fighting Consumption than the late importation into this Country of the famous Swiss Remedy called Sirolin.

Sirolin has the endorsement of all the leading Specialists in Europe, who have had wonderful results from its use.

This latest preparation not only arrests the progress of the disease, but also increases the appetite and builds up the system even in cases of long standing.

Anyone suffering from any chronic Throat or Lung trouble should not fail to get full information about Sirolin by writing to the Sirolin Company, 225 West Broadway, New York City.

All leading druggists are recommending and distributing Sirolin with considerable success.

James O'Donnell, Henry Evans, P. J. A. Keefe, Jr., E. Stevens, Christian Drug Co., T. E. Gorman, T. H. Alderson, S. T. Stop King's Drug Store, E. R. Carpenter, People's Pharmacy, Glina's Drug Store, J. E. Hines, W. T. Kerfoot, Jr., E. H. Talbot.

SPECIAL NOTICES

PURSUANT TO SECTION 1, ARTICLE IX, of By-Laws, notice is hereby given that the annual meeting of the stockholders of the Capital Traction Company for the election of directors for the ensuing year, shall be held at the office of the Company, 26th and M streets N. W., Washington, D. C. on Wednesday, January 10, 1912, at 10:45 o'clock A. M.

The polls will be open from 11 o'clock A. M. until 12 o'clock noon.

H. D. CRAMPTON, Secretary.

NELSON'S
SUBURBAN DIRECTORY

"We'll get their names; you'll get their trade." To include adjacent towns not covered by the city directory.

QUESTIONS ANSWERED BY NELSON'S NOT A PAMPHLET.

Justus C. Nelson, Prop., Rm. 21, 210 F. St. N. W.

THE IDEAL BREAKFAST
Miller's Self-Raising Buckwheat

Dish for winter mornings—griddle cakes made with Miller's Self-Raising Buckwheat. You'll find them different from the usual kind—more wholesome and delicious. Try a package of this noted buckwheat.

GET AT YOUR GROCER'S. No consumers supplied. E. B. Earnshaw & Bro., Wholesale Grocers, 11th and M sts. S. E.

QUALITY COAL
AT A SAVING IN PRICE

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Now For Good Feet

Resolved: That I will start the new year in comfort. No longer will I allow my feet to annoy and worry me.

The reputation of GEORGES & SON, Inc., as Foot Comforters is an established fact. Your friends who claim good feet know and appreciate the service we render.

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